

REMARKS

Claims 2, 3, 7-12, 14, 16, and 18-25, are all the claims pending in the application. Claims 1, 4-6, 13, 15, and 17, have been canceled without prejudice or disclaimer. New claims 19-25 have been added. Reconsideration and allowance of all the claims are respectfully requested in view of the following remarks.

Specification

The specification has been amended to reflect the structure as shown in Figs. 6 and 7. No new matter has been entered.

Claim Rejections - 35 U.S.C. § 112

The Examiner rejected claims 12 and 13 under §112, 2nd paragraph, as indefinite. Specifically, the Examiner asserted that in claims 12 and 13, the phrase “such as” renders the claims indefinite. Applicants have amended the claims in a manner believed to overcome this rejection, namely, “such as” has been removed.

Claim Rejections - 35 U.S.C. § 102

The Examiner rejected claims 1-13 and 16-18, under §102(b) as being anticipated by US Patent 5,685,180 to Qualters et al. (hereinafter Qualters).

Applicants respectfully traverse this rejection because Qualters fails to disclose all of the elements as set forth and arranged in the claims.

In claims 2, 3, and 9, there is set forth a particular construction of the “rack & pinion mechanism”, whereas in claim 19, there is set forth a particular construction of the “speed reduction unit”. And the construction of the steering gear section, rack & pinion mechanism, pinion shaft, rack shaft, and speed reduction unit, as presently claimed are different from the steering gear section (gear wheel 4), rack & pinion mechanism (gear wheel 4 & pinion 8), pinion shaft (shaft 6), rack shaft (pinion 8) and speed reduction unit (gear wheel 4 and pinion 8), in Qualters.

More specifically, the elements set forth in claims 2, 3, 9, and 19, including the above noted elements, are not disclosed in Qualters. Further, the claims dependent from these

independent claims have constitutions differing from the “automotive steering security arrangement” disclosed in Qualters.

For the Examiner’s convenience, the concrete constitution of the “rack & pinion mechanism” disclosed in claims 2, 3, and 9, is explained on page 10, in the 3rd full paragraph. The particular constitution of the “speed reduction unit” is explained in the paragraph bridging pages 14 and 15, as well as on page 15, 1st full paragraph.

In light of the above, Applicants respectfully request that the Examiner withdraw this rejection.

Claim Rejections - 35 U.S.C. § 103

The Examiner rejected claims 14 and 15 under §103(a) as being unpatentable over Qualters in view of US Patent 6,237,276 to Surratt (hereinafter Surratt).

Applicants respectfully traverse this rejection because the references fail to disclose all of the elements as set forth and arranged in the claims.

As noted above, Qualters is deficient in that it fails to disclose the particular steering gear section, rack & pinion mechanism, pinion shaft, rack shaft, and speed reduction unit, as set forth in claims 2, 3, 9, and 19. Surratt is directed to a bicycle steering lock, and fails to cure the deficiencies in Qualters. Therefore, even assuming that one of ordinary skill in the art were to combine Qualters and Surratt as suggested by the Examiner, any such combination would still fail to include all of the elements as claimed.

In light of the above, Applicants respectfully request that the Examiner withdraw this rejection.

Conclusion

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

The USPTO is directed and authorized to charge all required fees, except for the Issue Fee and the Publication Fee, to Deposit Account No. 19-4880. Please also credit any overpayments to said Deposit Account.

Respectfully submitted,

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